

## **AMENDMENTS TO THE SPECIFICATION**

Please insert the following paragraph on page 1, line 3:

### **BACKGROUND OF THE INVENTION**

Please insert the following paragraph on page 1, line 32:

### **SUMMARY OF THE INVENTION**

Please replace the paragraph beginning on page 2, line 15 and ending on page 2, line 30 with the following replacement paragraph:

In a further approach to the solution, as disclosed e.g. in the closest prior art document WO 03/008248, a slotted disk is ~~finally~~ used and the inner wire of the brake cable is passed through said slot. A rotation of this disk, e.g. by a transmission output shaft, results in a shortening and therefore a tensioning of the Bowden inner wire. However, the extremely high bending radii of the brake cable in the slotted duct of the rotatable disk, which are necessary for reasons of strength, require a significant distance of the pulled cable. Consequently, very high turning moments occur on the driving shaft. As a result of this, it is necessary to include a transmission with very high gearing and an output shaft with large dimensions. A further disadvantage of this solution is the inadequate balance between the right-hand and the left-hand cable traction, since the relatively high sliding friction of the slotted duct allows widely varying cable forces on both sides.

Please insert the following paragraph on page 2, line 32:

Even the use of a rotating arm including two pulleys which are arranged on said rotating arm in such a way that they are opposite to each other and a brake cable which runs through the pulleys in a contra-rotating manner does not remove the problem of the comparatively high turning moment that is required and the associated structural size of the drive apparatus.

Please delete the paragraph beginning on page 3, line 22 and ending on page 3, line 23.

Please replace the paragraph beginning on page 3, line 25 and ending on page 3, line 32 with the following replacement paragraph:

The swiveling of the connecting line between the axes of rotation of the guide pulleys is ensured by the special arrangement of the guide pulleys. One ~~of the guide pulleys can be~~ pulley is arranged in a fixed location in this case, while the second guide pulley can be moved in a rotary ~~or linear manner (claim 2)~~. ~~Alternatively, both guide pulleys can be arranged in such a way that they can be moved in a rotary or translatory manner (claim 3).~~

Please replace the paragraph beginning on page 4, line 1, with the following replacement paragraph:

In order to achieve a rotary movement of the guide pulley, this is preferably arranged on a swinging arm ~~(claim 4)~~. Said swinging arm is designed in the form of a swinging lever and is swung with the aid of an output shaft ~~in a further advantageous embodiment of the invention (claim 5)~~. For this purpose, the swinging arm is preferably connected rigidly to the output shaft. The output shaft is driven by ~~a motor, particularly an~~ electromotor, thereby producing an electromotive parking brake. In this case, it is particularly advantageous that only one single drive is required. The significantly more burdensome utilization of a plurality of motors or a separate force regulation via these motors, as required in the prior art in the case of e.g. spindle solutions, is no longer necessary.

Please replace the paragraph beginning on page 4, line 16 with the following replacement paragraph:

~~In a further embodiment of the invention, it is possible~~ According to achieve the invention, a minimization of the driving moment in the sense of a balancing of moments is achieved by means of a suitable arrangement of the two guide pulleys in relation to each other ~~(claim 6)~~. The balancing of moments can take place partially or fully in the sense of an output shaft which is moment-free in its tightened state.

Please delete the paragraph beginning on page 4, line 24 and ending on page 4, line 31.

Please replace the paragraphs beginning on page 6, line 20 and ending on page 6, line 29 with the following replacement paragraphs:

- Figure 1 shows a perspective illustration of ~~a first~~an exemplary embodiment of a parking brake from the parking brake according to the invention~~prior art~~,  
Figure 2 shows a schematic illustration of ~~a second~~an exemplary embodiment of the claimed parking brake in a disengaged state,  
Figure 3 shows the parking brake from Figure 2 in a partially tightened state,  
Figure 4 shows a schematic illustration of a cable pulley mechanism with complete balancing of moments.

Please insert the following paragraph on page 6, line 14:

#### BRIEF DESCRIPTION OF THE SEVERAL VIEWS OF THE DRAWINGS

Please insert the following paragraph on page 6, line 31:

#### DETAILED DESCRIPTION OF THE INVENTION

Please replace the paragraph beginning on page 6, line 31 and ending on page 7, line 10 with the following replacement paragraph:

A parking brake 1 or auxiliary brake in accordance with the ~~invention~~prior art and as disclosed in the document WO 03/008248 is illustrated in Figure 1. The parking brake 1 comprises an electromotor 2 and an associated assembly for tensioning two brake cables 3, 4 in opposite directions, said brake cables being implemented in the form of Bowden pull wires. The inner wires of the two Bowden pull wires are connected to a continuous inner wire 5. The inner wire 5 is guided around two guide pulleys 6, 7 in the sense of a contra-rotating cable deflection. In this case, the guide pulleys 6, 7 or cable pulleys are designed in the form of cable disks, wherein the inner wire is guided in a circumferential side groove 8. Instead of the cable disks, it is also possible to use correspondingly designed wheel segments for deflecting the cable traction.

Please delete the paragraph beginning on page 8, line 7 and ending on page 8, line 19.

Please replace the paragraph beginning on page 8, line 21 and ending on page 9, line 4 with the following replacement paragraph:

Figure 2 shows ~~a second~~ an exemplary embodiment of the invention, in which a particularly small turning moment is achieved on the transmission output shaft 12. In this configuration, one of the guide pulleys 19 is statically attached to the housing 16. The other guide pulley 20 is again attached to a swinging lever 21 at its end. The swinging arm 21 is connected at its opposite free end to the transmission output shaft 12 which is driven by the electromotor 2. The inner wire 5 of the brake cables 3, 4 is ~~again~~ guided around two guide pulleys 19, 20 in the sense of a contra-rotating cable deflection, said guide pulleys being rotatably mounted on axes of rotation 22, 23. If the parking brake 1 is now operated in a tightening direction, a swinging of the swinging arm 21 causes a transition from the disengaged state to the tightened state as illustrated in Figure 3. For this, the lever arm 21 swings the guide pulley 20, said guide pulley being mounted on said lever arm, relative to the static guide pulley 19 in such a way that it produces the required tensioning of the inner wire 5.

Please insert the following paragraph on page 9, line 6:

An operation of the parking brake 1, i.e. an activation of the electromotor 2, causes a rotation of the output shaft 12 and therefore a swinging of the lever arm 21. The connecting line between the axes of rotation of the guide pulleys 19, 20 is consequently swiveled in relation to the drive main axis 18 which runs through the center of the transmission output shaft 12 and in parallel with the brake cables 3, 4. When the electromotor 2 has a direction of rotational drive in a tightening direction of the parking brake, this results in a tensioning of the inner wire 5. The rotation of the transmission output shaft 12 is thereby transformed into a translatory cable movement.

Please insert the following Abstract of the Disclosure on new page 12:

#### ABSTRACT OF THE DISCLOSURE

A parking brake for a motor vehicle is disclosed. The parking brake includes a cable traction device in order to actuate the brake and opposite cable deflection by at least two deflection rollers. The deflection rollers are arranged in such a manner that the connection line can be rotated between the rotational axis of at least two deflection

rollers with respect to the drive main axis. As a result, a parking brake which is simple to construct and which requires a minimum amount of space is produced. The parking brake can tighten two brake cables with an essentially equal force in an opposite direction.